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Joe McInnes
TRANSPORTATION DIRECTOR

June 18, 2010

The Honorable Joe R. Sport
Mayor of Luverne
P.O. Box 249
Luverne, Alabama 36049

Subject: Annual Inspection Report
Frank Sikes Airport

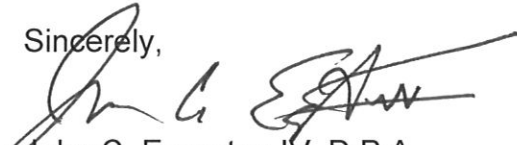
Dear Mayor Sport:

An inspection of the Frank Sikes Airport was conducted by personnel of the Alabama Department of Transportation, Aeronautics Bureau on June 17, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the Luverne (Frank Sikes) Municipal Airport. As noted in the report, the airport meets the requirements for the issuance of an operating license. The operating license for the airport is issued in full effect. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,



John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

Copy: Mr. Rans Black, FAA/ADO

JUNE 17, 2010

ANNUAL INSPECTION REPORT



LUVERNE (FRANK SIKES) MUNICIPAL AIRPORT

LUVERNE, ALABAMA

**ANNUAL INSPECTION REPORT
LUVERNE (FRANK SIKES) MUNICIPAL AIRPORT
HEADLAND, ALABAMA**

June 17, 2010

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Annual Inspection Report Luverne (Frank Sikes) Municipal Airport Luverne, Alabama

June 17, 2010

Introduction

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Luverne (Frank Sikes) Municipal Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on June 17, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

Inspection Methodology

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The licensing requirements referred to in this report are taken from the Aeronautics Bureau's Administrative Code for Public Use category airports.

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License Status

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on June 17, 2010 it was determined that the airport meets the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths Administrative Code 450-9-1-.12(1) (See Appendix 1)

State Licensing Standards

- ➔ For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement.
- ➔ The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- ➔ The approach and departure path for all runways slopes up at a ratio of 20:1.
- ➔ All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- ➔ The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results

- ➔ The approach and departure paths for Runway 4/22 were inspected and found to meet license requirements due to the displaced thresholds.
- ➔ Runway 4 is displaced 740 feet.
- ➔ Runway 22 is displaced 875 feet.

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Luverne, Alabama**

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PHOTO 1



Approach to Runway 4

PHOTO 2



Approach to Runway 22

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Luverne, Alabama**

June 17, 2010

2. Primary Surface
Administrative Code 450-9-1-.12(2)

State Licensing Standards

- ➔ Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results

- ➔ The primary surface was inspected and found to meet state requirements.

3. Runway Safety Area
Administrative Code 450-9-1-.12(3)

State Licensing Standards

- ➔ Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results

- ➔ The runway safety area was found to be in compliance with the State's licensing standards.

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4. Airport Markings Administrative Code 450-9-1-.12(4)

State Licensing Standards

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

Inspection Results

Maintenance Required

- The runway identifier markings are in *FAIR* condition.
- The runway centerline marking is not legible.

PHOTO 3



Runway centerline not legible

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Required Action

- Remark the runway in accordance with FAA AC 150/5340-1J.

5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

State Licensing Standards

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results

- The wind direction indicator (windsock) was lighted and operational.

Maintenance Required

- The windsock is starting to deteriorate.

PHOTO 4



Windsock assembly

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Required Action

- Replace the windsock.

6. Airport Lighting Administrative Code 450-9-1-.12(6)

State Licensing Standards

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. Rotating airport beacons are suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results

- The airport lighting system was inspected and all lights appeared operational.

7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)

State Licensing Standards

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results

Maintenance Required

- The airport pavement surfaces were inspected and found to be in fair to poor condition. There is block cracking throughout the paved surfaces

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including alligator cracking on the ramp area. The cracking is the result of reflective cracking from the underlying pavement that was overlayed.

PHOTO 5



Block and alligator cracking on the ramp

PHOTO 6



Block cracking on the runway

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Required Action

- Plans to resurface the paved areas of the airport should be prepared by a qualified engineer. The current condition of the airport pavement is indicative of pavement failure in the near future.

8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)

State Licensing Standards

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results

- The fueling area meets the requirements established by the Alabama Department of Transportation. However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

PHOTO 7



Self serve fueling area

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9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results

- No prohibited activity was observed. The airport entrance gate is locked and all access to the airport from private property has locked gates.

Summary

The table below summarizes items noted in this report.

INSPECTION SUMMARY

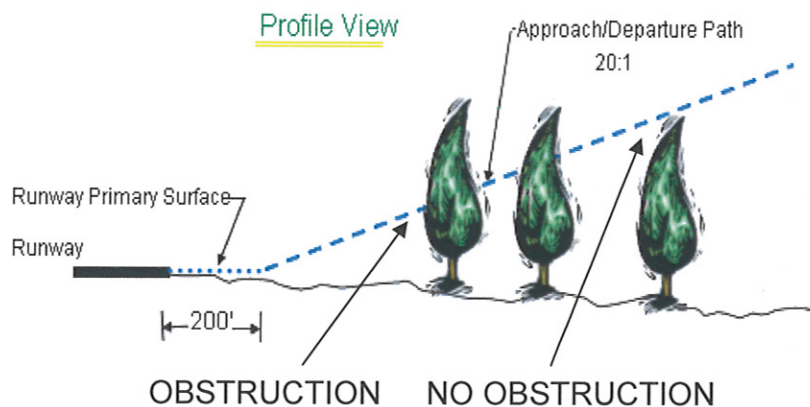
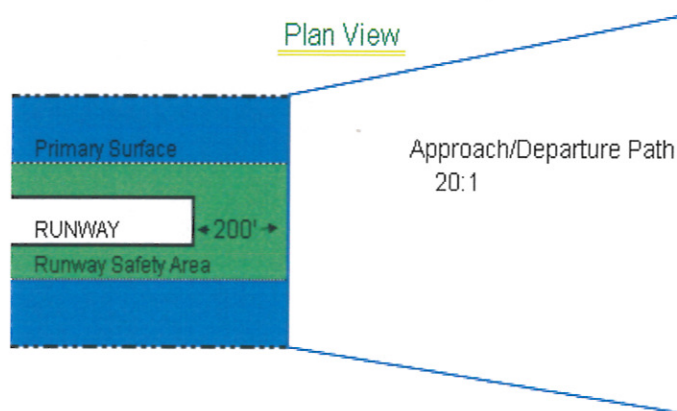
Inspection Area	Violation/Maintenance	Corrective Action
Airport Marking	Maintenance	New markings needed IAW FAA AC 150/5340-1J
Wind Direction Indicator	Maintenance	Replace
Runway, Taxiway and Apron Condition	Maintenance	Pavement maintenance project needed

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



APPENDIX 1